GOVERNMENT OF INDIA
RAILWAYS
LOK SABHA

UNSTARRED QUESTION NO:3576
ANSWERED ON:16.08.2001
FIXATION OF NORMS FOR ELECTRIFICATION
VILAS BABURAO MUTTEMWAR

Will the Minister of RAILWAYS be pleased to state:

(a) whether a Committee has been formed to conduct an independent study for fixing norms for electrification projects;

(b) if so, the reasons for appointing such a Committee and the terms of reference of the said Committee;

(c) the procedures followed at present in the matter of electrification projects; and

(d) the time by which the report of the Committee is expected to be received?

Answer

MINISTER OF STATE IN THE MINISTRY OF RAILWAYS AND PARLIAMENTARY AFFAIRS (SHRI O. RAJAGOPAL)

(a) to (d) : A Statement is attached.

STATEMENTREFERRED TO IN REPLY TO PARTS (a) TO (d) OF LOKSABHA UNSTARRED QUESTION NO. 3576 BY SH VILAS MUTTEMWAR TO BE ANSWERED ON 16.08.2001 REGARDING FIXATION OF NORMS FOR ELECTRIFICATION.

(a) : Yes, Sir.

(b) : Considerable progress has been made in the field of Railway Electrification, in the recent past. Time has now come for a comprehensive review of the process and also for evolving a clear plan for the future, keeping in view all aspects of Railway working as well as environmental factors affecting the choice of traction. It has, therefore, been decided to constitute a Committee for determining the norms for further electrification over the next three Plan periods.

The Committee will evolve an appropriate criteria including norms for sensitivity analysis for taking up electrification projects over the next three Plan periods, i.e. upto the year 2016-17. In evolving these criteria, the Committee shall take into account the following:-

(i) The total availability of energy (both electrical and petroleum) in the country and its optimum utilization between different sectors, based on energy efficiency;

(ii) The priority that needs to be given for use of electric energy for traction purposes by the Indian Railways, taking into account the total capital requirement involved;

(iii) The capabilities of the two traction systems to handle longer/heavier passenger/freight trains at higher average/maximum speeds, but operating within the operational and infrastructural constraints of Indian Railways.

(iv) Cost to the Organisation caused by a redundancy of existing assets/manpower; coupled with associated benefits derived as a result of electrification like reliable power supply over the electrified route, impact on environments, etc.; and

(v) The present methodology of working out of the line haul costs, suggest improvements and propose the most viable norms including fixing a break even point. The Committee shall evaluate the actual rate of return achieved on 3 representative electrification projects (high density, moderate density and low density) completed more than 5 years ago and compare this with the projected rate of return when the project was proposed.

(c) : At present, Railway Electrification projects are taken up basedon financial appraisal of, and Railways operational requirements for such projects.

(d) : The term of the Committee expires on 20.09.2001. Its Report is likely to be submitted thereafter.